

	Question	Answer
1.	Ref page 3 of Attachment 3, chart on bottom of page. Dotted arrow shows payment going to FBO, which is correct, but words in box say payment goes to CCP.	Non-DESC Contract Locations: The CCP pays the FBO. The CCP gets reimbursed by DFAS, Columbus.
2.	Can any of the following be provided:	
	2a. A full list of the current DoD Cardholder database and corresponding customer information, billing address, DoDAAC, Signal Code, Etc.	Under this solicitation, this information will not be provided. However, this information will be provided to the awardee.
	2b. An actual daily file	See Attachment 10 in the solicitation.
	2c. Ad hoc locations (commercial airports) that had traffic in the last year	Will not be provided. It could be any potential commercial airport/seaport worldwide.
	2d. A copy of detailed payment reconciliation report generated by DESC and sent to contract fuel locations	See Attachment 8 in the solicitation.
	3. Define/explain the similarities or differences between "Ancillary Services" and "ground services" as they relate to these Programs	They are the same.
	4. Define "Pre-payment" (Reference SOO 16)	Reserved. This will be added in the upcoming Amendment 0002.
	5. Explain how "Selling fuel" (SOO #5) applies to these programs	Sales at Military Installations are processed under a "closed system" using the same Card as is commercially accepted. DESC does not intend to pay the CCP for on-base usage of the applicable cards. (Reference Draft Sol. Q&A #21) The last sentence to SOO #5 has been deleted.
	6. Do ships get transferred between DoDAAC's?	Rarely, but ship's DoDAAC's do change.
	7. Please clarify what AVEDS stands for	AVEDS - Automated Voucher Examination & Disbursement System
	8. Who is responsible for and how will DoDAAC verification be accomplished?	DESC is responsible.
	9. Does the DESC intend to reward/penalize on each objective? Are each of the objectives equally weighted?	Yes. However, it is up to the offeror to propose how they intend to meet the objectives and define the penalty/reward in accordance with SOO 29. This will be evaluated as described in Clause M28.100, (2) Factor 2.
	10. The solicitation is for a 3-year contract with 5 one-year options; can option years be combined to prevent the re-issue of AIR/SEA Cards each year?	No. Option years will not be combined. If options are not exercised, contractor will have to shut the card off at the end of the contract term. However, DESC does prefer to follow commercial practices for card issuance to the greatest extent possible. We understand the commercial practice is to issue cards for a three-year period. DESC prefers not to have cards issued on an annual basis.
	11. Would you please clarify if a reduction in the price proposal price would be an acceptable penalty? and/or is the payment of additional price an acceptable reward? Also, would the extending of the contract term be a possible reward? and if so, what would be the maximum number of years that could be awarded without rebid?	Rewards - non-monetary; Penalties - monetary; Extending the contract term - not applicable.
	12. Attachment 2 SOO # 5; Please describe this situation. Would the ACC be responsible for any billings or payments or would this be data capture only?	Yes, it's data capture only. Sales at Military Installations are processed under a "closed system" using the same Card as is commercially accepted. DESC does not intend to pay the CCP for on-base usage of the applicable cards. (Reference Draft Sol. Q&A #21)
	13. Attachment 2 SOO # 10; is there an estimated count of users? If so, what is it? Are the queries to be pre-formatted verses free form? Is the data to be summary data or detailed and how many years of data?	SOO 10 has been deleted.

	Question	Answer
14.	Attachment 2 SOO # 21; Where can the security requirements for personnel and data be found?	Reference Attachment #9 and the DLA Web Page at www.dla.mil . Viewable at the following web address: FAS PM to provide link to DoD Reference.
15.	Attachment 2 SOO # 9; Online transactional data, who will the users be? And what will be the security level, restricted to a DoDAAC level? Restricted to a Branch of Service, etc., limited to one user per account?	SOO #9 has been deleted.
16.	Attachment 2 SOO # 3; is the Unit/Wing/Squadron the same as the ORG Code/ Jono? APC?	No.
17.	Attachment 2 SOO # 19; Will this process be handled like contract purchases using government's money or handled like local purchase using the ACC's money?	Yes.
18.	Attachment 2 SOO # 23; Will these types of transactions be related to AIR/SEA Cards or will they be Bulk fuel transactions?	No. Contract line items not bulk fuel.
19.	Attachment 2 SOO # 24 Ability to reverse post or correct any challenged fuel transaction; do you mean "successfully challenged" fuel transaction?	DESC needs the ability to return any transaction that is recorded as a duplicate or is wrong in the system. This could mean that the transaction was challenged because of a quantity dispute, etc.
20.	See below:	
	20a. Can the data be obtained from the retail locations other than e-POS devices?	Yes.
	20b. Could the vendor key transactions into an internet site?	Yes.
	20c. Will the DESC fund the e-POS devices and the maintenance on them?	No.
	20d. Will the e-POS devices capture contract and non-contract purchases?	Yes.
21.	Will the Military Installations provide the e-POS devices to capture the transactional data?	No, DESC will provide e-POS devices to be used at Military installations.
22.	Will the DESC generate a transaction file for the processor?	No.
23.	Will both fuel and miscellaneous ground services be handled in the same manner as a commercial contract?	No. It will be handled in accordance with Split Billing. (Ref: SOO 3)
24.	Will DESC fund the e-POS devices at the Military Installations?	Yes.
25.	Will the CCP handle settlement for these transactions including fuel and miscellaneous ground services?	Yes, for local fuel purchases and any ground services. DESC will re-imburse the CCP for all fuel. CCP must submit invoices to home station payment office for ground service purchases. The AIR/ SEA CCP must participate in split billing.
26.	Is it a requirement to verify pricing for the Military Installations?	No. The CCP will have no visibility of Military Installation transactions. The second sentence of SOO #5 has been deleted.
27.	Will the transactions be combined with the contract and non-contract transactions? Would this require only one file layout?	No. See # Answers 2b and 17 above.
28.	Is the use of an internet site acceptable, instead of an e-POS device to capture transactions?	Yes.
29.	Will the card user or another approving authority use online transaction reconciliation for both contract and non-contract purchases?	Yes, to both.
30.	Please provide the data requirements for Level III data.	Reference Attachment 10, page 2
31.	See below:	
	31a. Please define local purchases.	Purchases not under DESC fuel contract.

	Question	Answer
	31b. Also, please indicate if DESC would pay all fuel and non-fuel purchases	At this time, DESC is responsible for the payment of fuel only.
32.	Would the DESC only want to see transactions that have been approved through the online reconciliation?	SOO #9 has been deleted from the solicitation.
33.	How will the processor know when the final payment is made? Does this apply to all financial transactions for contract and non-contract?	Once contract is closed out and all claims are satisfied.
34.	Will the processor handle the settlement or will the transactions be handled as a contract transaction, in which DESC will settle. Will the Foreign Government Fuel Invoices be for fuel only or other products that require split billing? Will the transactions be in U.S. dollars?	CCP will only forward invoices to DESC-RRF. Settlements are worked the same as contract transactions - fuel only/U.S. dollars.
35.	What is the 1122 Program Fuel Invoices accommodation?	This program entitles enrolled State and Local Law Enforcement Agencies to obtain contract fuel at the DoD Standard price. More information is available at http://www.dla.mil/j-3/leso/
36.	With respect to reverse posting and challenged fuel transactions and crediting DESC - Will this be used for non-contract products? Will invoices be challenged after approved on the online transaction reconciliation?	Not Applicable because SOO 24 has been revised.
37.	In Section B - How would the pricing be differentiated for the Sea Card and Air Card program if only one service is bid upon?	DESC prefers a single credit card processor. In accordance with the Statement of Objective, offerors who propose a single solution may be preferred over offerors that do not. However, as indicated under SOO # 30, offerors may propose on one or the other or both programs. Your price proposal should clearly indicate whether you are proposing on one or the other or both. Offerors shall submit the suggested scheduled of prices that will be evaluated for the best value for the Government.
38.	On Attachment 11 - How is the unique billing identifier being used?	For end-use billing purposes.
39.	Under what authority are they issuing this contract for a total of 8 years including all options?	FAR 17.204(e), and DLAD 17.204(e)
40.	How can the Acquisition be unrestricted with NAIC code of 522320 size standard set at \$6 million?	Under FAR Part 19.1, credit card services fall under the NAICS code of 522320, with a size standard of \$6M.
41.	Specifically how many sites require credit card processing hardware, or software, or internet equipment? According to Attachment 6, page 1 of 2, is it numbers 629 + 644 + 126 as is listed under FY03?	Potentially any commercial airport/seaport worldwide. Approximately 600 aviation/bunker contract locations.
42.	What is the anticipated expansion of the number of sites for FY04 and beyond?	None at this time. The only expansion anticipated is at military installations where DESC will operate a closed system.
43.	Are there any additional requirements or regulations, which are in effect for this Solicitation?	No, there are no additional requirements or regulations. Offerors are expected to comply with all current requirements and regulations.
44.	Could you also provide the following information to us, based on the Freedom of Information act:	See below.

	Question	Answer
	44a. What amount of credit card expenditures occurred for the past 3-5 years? Please define in yearly volumes.	<p>Total Aviation Qty and Dollars. Local Purchase Disb Q/\$Contract Disb Q/\$ = Total Disb Q/\$</p> <p>01 17.3 m gal/\$26.1m + 157.3m/\$228.2 = 174.6m/\$254.3m 02 56.7 m /\$80.6m + 172.2m/\$206.8m = 228.9m/\$287.4m 03 62.1 m /\$78.8m + 200.8m/\$276.5m = 262.9m/\$355.3m</p> <p>Total Bunkers Qty and Dollars</p> <p>Local Purchase Disb Q/\$Contract Disb Q/\$Total Q/\$</p> <p>01 3.8 m gls / \$5.8m + 68.9 m gl/\$91.6 m = 72.7 m gls/ \$97.4 m 02 6.1 m gls/ \$16.0m + 65.8 m gl/\$67.0 m = 71.9 m gls / \$83.0 m 03 18.0 m gls /\$47.2m + 166.8 m /\$239.7m = 284.9m gls/ \$286.9 m</p>
	44b. What was the Average ticket charged per credit card charge? What was the highest ticket charges?	See Attachment 6 to the solicitation.
	44c. In regards this solicitation also request a proposal for a contract with a Credit Card merchant services processing service. Is it the intent for each Independent Government Contractor to have independently established a merchant account with the same Merchant Services provider whom is awarded this Solicitation? Is it also the intent of the government that each "contractor" is solely responsible for any equipment necessary to processing credit card, purchasing cards, impact card transactions?	The awardee of the AIR/SEA Card contract must have a merchant agreement with each independent Government contractor. In addition, awardee will be responsible for any equipment needed to process credit card transactions.
	44d. Is my understanding correct - that DESC wants these services to be available World Wide for contractors to accept and process the Fuel impact card transactions in whatever equipment/software/internet processing means available, is this correct?	It is up to offerors to propose how they intend to meet the objectives as stated in the Statement of Objectives and DESC will evaluate all offers based on Clause M28.100.
	45. Attachment 14 addresses an Into-plane Contract Clause - How soon after the SEA Card contract award does DESC plan to modify existing bunker contracts to include a similar clause for SEA card?	DESC will modify existing bunker contracts immediately upon award of the AIR/SEA Card contract.
	46. Attachment 6 provides historical information related to AIR Card but is silent on the SEA Card as well as DESC bunker business. For the SEA card, please provide the following information &/or estimates:	See below.
	46a. total number of accounts,	366
	46b. total number of cards issued under those accounts	366
	46c. total number of certifying officials	192+ Army
	46d. total number of payment offices	One (1) payment office for DoD fuel
	46e. total civilian agencies that pay manual bills	Unknown
	46f. total number of contract locations	103 Overseas, 76 Domestic
	46g. total number of contract tickets, i.e. lifts	2852 for FY 03
	46h. total contract volume in both US gallons and US dollars	Gallons: 46.0 M, Amount: \$47.9M; MT: 146K, Amount: \$38.0M
	46i. total number of non-contract locations	Unknown
	46j. total number of non-contract tickets, i.e. lifts	308
	46k. total non-contract volume in both US gallons and US dollars	Gallons: 17.9M, Amount: \$18.2M; MT: 86.0K, Amount: \$19.6M
	47. Attachment 12 (CDRL) references appear to be incorrect in several cases, e.g. SOO's 13, 21, 25 & 26 do not relate to the designated report. Request clarify/correct	Replace SOO references 13, 21, 25 & 26 with 14, 22, 26, & 28, respectively.

	Question	Answer
48.	SOO #15 indicates a requirement to maintain data for 6 years, 3 months while solicitation clause I1.04(d) indicates data retention is 3 years. Request clarify/correct	Reserved. This will be answered in the upcoming Amendment 0002.
49.	SOO #23 requires the card to be capable of recording into-truck, into-bladder transactions. It is assumed there will be into-truck, into-bladder, etc CLIN's on the DESC into-plane or bunker contract to cover these transactions and that the product will be owned by the Government once delivered into-truck, into-bladder, etc. Is this correct?	Yes.
50.	SOO #29 requires a reward & penalty for each stated objective. Are monetary incentives and penalties allowed and/or envisioned	Yes, there will be non-monetary incentives and monetary penalties. It is up to the offeror to propose how they intend to meet the objectives and define the penalty/reward in accordance with SOO 29. This will be evaluated as stated in Clause M28.100.
51.	Would you happen to have a more definitive Statement of Work my Technical Staff can obtain from you pertaining to your Credit Card Services RFP? If so, may I please have a copy of it?	No. The solicitation was issued with a Statement of Objective because the offeror is expected to deliver the Performance Work Statement.
52.	Offerors are requested to include past performance information. Is this intended to address any DESC contracts awarded or just those relevant to Air Card. If the latter would this not provide a distinct advantage to the incumbent.	Offerors should provide past performance information on all contracts and subcontracts, which are related to this contract. See Solicitation L2.34.100.
53.	Please clarify the definition of small business. Is it less than 500 employees regardless of revenue. If revenue is a factor in the determination does it include only sales of credit card services or any kind of sales including direct sales of fuel where no credit card is used?	Under FAR Part 19.1, credit card services fall under the NAICS code of 522320, with a size standard of \$6M.
54.	What were the weaknesses of the current system?	We cannot provide this information, other than what is available in the public domain, e.g., GAO and IG Reports.
55.	On the marine side what precisely were the safety issues associated with the use of the magnetic strip program.	Electrical short plus would need readers for every contractor and sub-contractor supplier could be up to maybe 100 readers. Had not met UL approval.
56.	Will a single fuel card solution for both aviation and marine win over a good single business solution albeit aviation or marine. In other words would a single business offer lack the chance of serious consideration.	DESC prefers a single credit card processor. In accordance with the Statement of Objective, offerors who propose a single solution will be preferred over offerors that do not. However, as indicated under SOO # 30, offerors may propose on one or the other or both programs. Your price proposal should clearly indicate whether you are proposing on one or the other or both.
57.	Please explain more clearly the difference between Avcard direct agreement and no Avcard direct agreement	AVCARD Direct Agreement - Where the current AIR Card Contractor holds a merchant agreement with the vendor. No AVCARD Direct Agreement - Where the current AIR Card Contractor does not hold a merchant agreement with a vendor.
58.	Clause B 34 .01 provides that the offerors entire proposal be expressed as a single fixed price to cover all work done during a contract year. On the other hand Clause L2 34.100 a) requires the offeror to submit a detailed cost breakdown of the services to be furnished. Please clarify.	It is up to the offeror to structure their price proposal. Keep in mind this is a firm fixed price type contract, and as such the offeror's detailed cost breakdown should equal the total provided on offeror's Schedule B.
59.	Clause M28 100 provides that Socioeconomic Subcontracting plans will be a factor in evaluation of offers. How will DESC evaluate a small business, which by virtue of its size standard is not required to submit a Socioeconomic Subcontracting Plan	Only large businesses are required to provide sub-contracting plans in accordance with FAR Part 19.704.

	Question	Answer
60.	On the bunkers side SOO item 26 envisions passing on and reporting of any savings obtained below the port suppliers offered price at NON DESC contract locations. As the marine industry does not normally operate via posted prices, and suppliers generally quote each vessel requirement on an adhoc basis with changes occurring hourly, how will DESC determine what the port suppliers price would have been in the first place and thus what amounts are being saved	DESC is not mandating any type of price structure for this procurement. However, discounted savings from any posted price is an evaluation item DESC must consider. DESC prefers not to pay individual transaction fees, but we are looking to offerors for proposing the best overall method for DESC to pay the awardee for the services performed under this procurement. It is anticipated that the price and schedule proposed will be negotiated after initial evaluations are completed.
61.	In locations without a DESC bunkers contract, MSC and Marad RRF vessels operated by private contractors typically burn their own fuel on a commercial basis and then seek reimbursement from the Government. Will these spot purchases be included in the Sea Card program under the procedures for non-DESC contract locations?	Yes, only if the vessel is an authorized user in the SEA Card program.
62.	Statement of objectives item 26 provides that, in non-DESC contracted locations, the CCP will pass on any negotiated fuel discounts or savings obtained below airfield/port suppliers offered price. How is the CCP compensated for these transactions? If none, what incentive is there for the CCP to negotiate better pricing for the DESC?	It is up to the offerors to structure their pricing, knowing that this is a firm fixed price type contract. If the CCP can demonstrate the ability to obtain volume savings as discounted from the fuel invoice, it will reflect favorably in the overall evaluation of the proposal.
63.	Why does the RFP envision an award without discussions when the DESC itself expects proposals to be up to 70 pages in length? (L2 34 100 b) (1). As only one company has held this highly technical contract throughout the program's history, the incumbent would appear to have a clear insider advantage in fashioning a technically attractive proposal on first draft. Since DESC does not normally make awards without discussions, what public policy is served in doing so for this solicitation rather than allowing a discussion period that levels the playing field for other offerors?	This is a reservation, not a guarantee. The reservation is intended to encourage offerors to submit their best terms. Clarification - Technical proposals are limited to 75 pages.
64.	Would it be possible for a contractor to propose T&C's equivalent to those in its GSA schedule? These are typically used as standard commercial clauses.	Offerors must meet all the terms and conditions under this specific solicitation.
65.	It would be helpful if the participants at the conference could get a listing of sites proposed to use the card (airports, etc). This way the offerors could determine the acceptability of differing card products (how many of those sites currently accept Visa, etc.)	It could be any potential commercial airport/seaport worldwide depending on mission requirements.
66.	Can a listing of current merchants accepting the current intoplane as well as bunker fuel distributors card be provided?	Visit the DESC web page (www.desc.dla.mil) and view "Products and Services".
67.	It is recommended that the solicitation state the percentage of these merchants that accept the offerors' card brand at time of award (i.e., 90 percent) and, the number that accept the card brand at a later date (i.e., 120 days after award). It is recommended that a phased in approach be used in the solicitation to ensure maximum competition. Level of acceptance can be weighed against price and other factors at the time of award if identified in the RFP.	Offerors are required to meet all terms and conditions stated in the solicitation. DD1707 states any exception to the terms and conditions of this solicitation must be specifically identified in a cover letter to your proposal. The credit card that is awarded under this contract will be mandated for identification purposes at all into-plane and bunker contracted sites, effective for the beginning of the performance period.
68.	Objective #4 – Tax reclamation. A common industry practice to recoup taxes is to use a tax reclamation process. This process allows reclamation of local municipality as well as state and federal taxes by the offeror or their subcontractor. Is this acceptable in lieu of tax exemption at the point of sale?	Cardholders may not be tax exempt at the point of sale. If so, tax recoupment may be necessary. Taxes are identified separately on each transaction to assist in this process.

	Question	Answer
69.	Objective #5 – No cost provision. If merchants do not currently accept the proposed card brand, is it incumbent on the offeror to pay for terminals and software costs or may the offeror pass on costs to the merchant? It is anticipated merchants will be willing to pay implementation costs to get the lower fees associated with brands other than the current card company.	SOO #5 has been revised. Any cost associated with this contract are to be factored into your proposal, which will be evaluated by DESC.
70.	Objective #11 – enhanced data collection. The solicitation should state the percentage of merchants required to pass enhanced data. To allow for greater competition, the contracting office should allow for less than 100% participation in a proposal but then weigh the importance of enhanced data against price and other factors.	Offerors must meet all the terms and conditions under this specific solicitation. DD1707 states any exception to the terms and conditions of this solicitation must be specifically identified in a cover letter to your proposal. All transactions are expected to contain Level III data.
71.	Objective#26 – negotiated discounts. May an offeror propose to use a commercial process of obtaining discounts as rebates from the merchants after the fact? Common practice in industry is for the contractor to maintain a report of sales and, on a scheduled frequency (i.e., quarterly), provide the report to the contracting office which can request the rebate or discounts from the merchant (Similar to GSA schedule contractors who must pay an industrial fee associated with sales against schedules)	Proposals will be evaluated for the best value to the Government. (Offerors are encouraged to propose commercial practices as long as they meet the terms and conditions of the solicitation.) Any discounts resulting from transactions under a resulting contract will shall be passed to DESC. NOTE: The Government is prohibited from paying a percentage of cost on any invoice.
72.	Can a complete listing of product codes and dispersion methods be placed in the SOW?	See Attachment 13 to the solicitation.
73.	I also need to know the percentage in dollars on the AIR card between military and civilian airports. These numbers are very important for a bank to be able to determine pricing. Since they will not be able to charge interchange at a military installation they will only be getting revenue from the civilian providers. This will allow them to determine if additional pricing is required in the program. Last year's figures would be acceptable. %\$ on AIR Card at military installations	Transactions that occur at military installations will not be processed through the CCP.
74.	With respect to M.28.100, Factor 3, does past performance of our subcontractors count toward a positive evaluation of the offeror in this proposal?	With respect to past performance, subcontractor past performance and current performance will be compared to the requirements of this solicitation, and evaluated accordingly.
75.	Will DESC provide the proper invoicing addresses for each unit for ancillary services?	Yes, post award of the contract.
76.	Are foreign militaries that are approved to purchase fuel under this solicitation also approved to purchase ancillary services? Will DESC also provide those addresses?	Any foreign government aircraft enrolled under any resultant contract is required to sign a cardholder agreement with the CCP to facilitate the billing of ground services, or purchases other than fuel. The awardee will receive a complete database with all addresses will be provided post-award.
77.	Are ancillary services included under this solicitation for SEA Card customers?	Yes, but limited to the definition of ancillary services in the solicitation.
78.	Will the Government allow the successful offeror to make a standard industry profit margin on ancillary services?	Offerors should structure their price proposal to be competitive with other bidders under this RFP.
79.	SOO #5, "No cost card acceptance at military installations." Being a single source solution, I would have expected the CCP to send these transactions in a single file for contract payment. Is the CCP expected to capture, store, and report this data?	DESC wants a "no cost card acceptance at military installations". The last sentence of SOO #5 has been revised. Transactions that occur at military installations are not processed through the CCP at all. Once again, military installation transactions will be processed through a closed system.

	Question	Answer
80.	SOO #11 Concerning level III data, I understand the goal is to have 100% of transactions to be Level III data capture, but what percentage of transactions will be acceptable for into plane DESC Contract, Non-DESC Contract Fuel Process (AVCARD), and NON-DESC Contract Fuel (No Avcard Direct Agreement) If percentages are different by category, please break these down.	DESC will post-audit transactions.
	80a. If 100% is your answer, how do you verify the hard copy fuel receipts match the electronic file sent in the invoice?	DESC will post-audit transactions.
	80b. If they do not match, do you pay the contractor?	In a post audit scenario, the CCP has already been paid. Any disputes during the audit will show as credits or debits on future CCP invoices.
	80c. If they do not match, do you pay the CCP?	Same answer as 80b.
	80d. If they do not match, do you have business rules set-up with variation parameters (i.e. Within 5 gallons, lift date plus or minus a date)	DESC will post-audit transactions.
81.	SOO #11 Concerning level III data, I understand the goal to be 100% to be Level III data capture, but what percentage of transactions will be acceptable for Non-DESC contract ground service transactions?	All transactions shall meet Level III data requirements.
	81a. If 100% is your answer, how do you verify the hard copy fuel receipts match the electronic file sent in the invoice?	DESC will post-audit transactions.
	81b. If they do not match, do you pay the CCP?	In a post audit scenario, the CCP has already been paid. Any disputes during the audit will show as credits or debits on future CCP invoices.
82.	SOO #11 Concerning level III data, what percentage of your current transactions are level III data by DESC Contract, Non-DESC Contract Fuel Process (AVCARD), and NON-DESC Contract Fuel (No Avcard Direct Agreement), Non-DESC contract ground services?	All transactions meet Level III data requirements.
83.	SOO #14 Access to 24/7 Customer service help desk? What international languages are necessary for the help desk associates?	English. However, marketing personnel with other language skills may benefit the CCP in obtaining merchant agreements worldwide.
84.	SOO #14 Help Desk section, what are acceptable service levels for servicing problems, it states, "little or no waiting" is vague please provide some time parameters?	It is up to offerors to propose solutions in their technical proposal. Proposals will be evaluated for the best value to the Government.
85.	SOO #15 The document references that the vendor must maintain historical data for 6 years.	Reserved. This will be answered in the upcoming Amendment 0002.
	85a. What kind of turn around time needs to be provided to be acceptable service levels?	Reserved. This will be answered in the upcoming Amendment 0002.
	85b. Is 24 or 36-hour turnaround acceptable?	Reserved. This will be answered in the upcoming Amendment 0002.
	85c. Is there any difference between 1st year, 3rd year or 6th year old data?	Reserved. This will be answered in the upcoming Amendment 0002.
86.	What are possible reasons for rejections (besides duplicates) of a transaction and payment not made to contractor or CCP?	Possible reasons besides duplicates are fact specific; therefore, DESC cannot list.
87.	What is Work Breakdown Schedule (WBS)? Is this a process map?	The offerors must provide the Work Breakdown Schedule (WBS) meeting the requirements.

	Question	Answer
88.	In the "Aviation Into Plane Contract Process Maps", are there standard business reasons you do not make payments for certain transactions based upon differences in the Pilots receipt and CCP data? Do the receipts have to match?	DESC only makes payments for fuel.
89.	Are the AVCARD or CCP direct relationships and contracts with AVCARD or is it with DESC?	DESC currently has a contract with AVCARD who is the current credit card processor (CCP). In addition, AVCARD has their own merchant agreements with suppliers. AVCARD is also a re-seller of fuel, and currently holds some into-plane contract awards as well.
90.	Are these agreements transferable to a new 3rd party?	AVCARD's merchant agreements are contractual arrangements not within the purview of DESC.
91.	If the answer is no, do you anticipate any issues with assuming these same relationships with a new 3rd party involved in the process?	Ref: answer to 90.
92.	How is international VAT Tax reporting today?	Currently, we use mixed procedures for recovery contingent upon the country, treaties, and agreements in place at the time of purchase.
93.	Can you receive VAT Tax refunds?	Yes. Note that preference is for "up front" exemptions versus seeking refunds.
94.	Objective #4 in the SOO states "... and return invoices upon receipt of exempt tax transactions." Who should receive the returned invoices and do those invoices have to be paper documents?	Today, copies of the delivery receipts are forwarded in box lots to DFAS-Columbus without shipping costs incurred by the CCP. DESC and DFAS-CO must decide where these invoices will be routed, if at all. Only where non-electronic transactions occur is there paper.
95.	Will the DESC provide the data fields required for each report in attachment 12?	Offerors should propose the contract data requirements list in their technical proposal. It will be evaluated in accordance with Clause M28.100. Proposals will be evaluated for the best value to the Government.
96.	On what date would the DESC propose to begin testing file transfers?	A 90-day transaction period is anticipated. DESC information technology personnel will be assigned to begin working with the CCP immediately upon contract award. Test files will begin after technical requirements are firmly understood and formats are outlined.
97.	Page 16 (i) SUBFACTOR A. On the last item of the PRS, does the DESC want the contractor to assign only a value to that task, or a positive & negative incentive for the task? During the pre-solicitation phase, it was indicated that the contractor would add the incentives.	Offerors shall provide a reward/penalty and method of measure for each objective. Incentive is non-monetary and penalty is monetary.
98.	Are there any AIR Card customers for whom the DESC would impose credit limits?	None at this time.
99.	Do all cards expire at the same time?	In the current contract all cards expire at the end of the contract term.
100.	Objective # 5. We understand DESC is requesting no cost acceptance at Military Installations where no ground service billing is required from the ACC. However, the DESC would allow costs to be assessed specifically on transactions at Military Installations that have to be handled by the ACC to facilitate the billing ground services. Is this understanding correct?	No. The CCP will have no responsibility for, visibility of, nor a need for concern about transactions made at military installations. AIR/SEA card will be utilized strictly by the Government in a closed loop system.

	Question	Answer
101.	Section I (d) (2) “The Contractor shall make available at its offices at all reasonable times the records, materials, and other evidence for examination, audit, or reproduction, until 3 years after the final payment under this contract or for any shorter period specified in FAR.....” conflicts with Objective #15 “Maintain historical transactional data for 6 years, 3 months after final payments.” Please reconcile.	Reserved. This will be answered in the upcoming Amendment 0002.
102.	Will the DESC provide a list of FedCiv standard codes?	DESC will provide the codes.
103.	Is there a particular time period with which the CCP can submit transaction data to DESC electronically? Are there a maximum number of file submissions in one day?	Ref: SOO 13. The CCP shall electronically forward all CONTRACT purchase transaction data to DESC on a daily basis.
104.	What percentage of transactions of the total occur on site of military bases that the card will be utilized?	No. The CCP will have no responsibility for, visibility of, nor a need for concern about transactions made at military installations. AIR/SEA card will be utilized strictly by the Government in a closed loop system.
105.	What annual dollar volume for these onsite military transactions does this represent versus the anticipated overall dollar volume?	No. The CCP will have no responsibility for, visibility of, nor a need for concern about transactions made at military installations. AIR/SEA card will be utilized strictly by the Government in a closed loop system.
106.	SOO #18 How many Accountable Officials/Users will have update capabilities in the online system?	Your system must be robust enough to handle as many users as DESC authorizes. At a minimum, we estimate there are less than 2,000 Accountable Officials.
107.	Who will be designated as the alternate in his/her absence?	The alternate will be identified concurrence with the accountable.
108.	With the elimination of SOO #9 and #10, what system will be used for the online reconciliation as referred to in question #29?	DESC will utilize the Fuel Automated System, FAS Enterprise Server (FES) for reconciliation purposes.
109.	Will question number 62 be answered?	Yes, See Answer 62.
110.	Is there a page limit on the price proposal?	There is no limitation on the number of pages for the Price Proposal. It must contain only prices, past performance, and socio-economic subcontracting information. See Clause L2.34.100
111.	If the solicitation is unrestricted, and open to both small and large businesses, are there any restrictions on a large company (such as IBM) responding as a prime contractor, or as a subcontractor to a small business prime? I assume that the NAIC code and size standard for this procurement defines only the small business, and does not restrict the large business in any way, whether the large business is prime or sub.	A large business submitting a bid as a prime contractor shall conform to all FAR and DFAR requirements. In the situation where the large business is serving as sub-contractor, then no additional restrictions apply.